

--24. (New) A semi-submersible deadweight cargo vessel according to claim 23, wherein the azimuth rudder propeller is an azimuth rudder double propeller.--

--25. (New) A semi-submersible deadweight cargo vessel according to claim 24, which includes electrically-driven transverse thrust devices.--

--26. (New) A semi-submersible deadweight cargo vessel according to claim 25, wherein the transverse thrust devices are controlled from a central navigation console in the wheelhouse and from two bridge side wings.--

--27. (New) A semi-submersible deadweight cargo vessel according to claim 26, wherein the flooding and freeing of the bottom and side tanks can be controlled from a control console in the wheelhouse.--

--28. (New) A semi-submersible deadweight cargo vessel according to claim 23, which includes electrically-driven transverse thrust devices in the bow of the ship.--

--29. (New) A semi-submersible deadweight cargo vessel according to claim 28, wherein the transverse thrust devices can be controlled from a central navigation console disposed in the wheelhouse and from two bridge side wings.--

--30. (New) A semi-submersible deadweight cargo vessel according to claim 23, wherein the flooding and emptying of the bottom and side tanks can be controlled from a control console in the wheelhouse.--

--31. (New) A semi-submersible deadweight cargo vessel according to claim 23, wherein the main engines are provided with sound dampeners.--

--32. (New) A semi-submersible deadweight cargo vessel according to claim 23, wherein the diesel engines can be operated with heavy oil which has a viscosity of approximately 3,500 s Redwood.--

--33. (New) A semi-submersible deadweight cargo vessel according to claim 23, which includes auxiliary machines in the form of diesel engines which are operated with marine diesel oil.--

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--34. (New) A semi-submersible deadweight cargo vessel according to claim 33, wherein each of the auxiliary machines is installed on a vibration-dampened base.--
